

COUNTRY Germany (Soviet Zone) REPORT NO. 25X1A

TOPIC Laerz Airfield

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 26 December 1951 to 18 January 1952

DATE OBTAINED DATE PREPARED 13 February 1952

REFERENCES 25X1A

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto 25X1A

REMARKS

SOURCE 25X1X

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1. Between 28 December 1951 and 11 January 1952, there was little air activity at Laerz airfield because of unfavorable weather. On 28 December, four MiG-15s practiced firing at ground targets near Kotzow.
2. At 10:30 a.m. on 10 January 1952, 28 MiG-15s and 2 single-engine low-wing monoplanes were counted at Laerz airfield. Other MiG-15s whose number could not be determined were seen at the field. Four MiG-15s circled over the field. At 2:20 p.m., 29 MiG-15s, 4 single-engine low-wing monoplanes, 2 bi-planes, and 2 twin-engine planes with radial engines, double rudder assemblies and tail wheels were counted at the field.
3. On 10 January, the engines of two MiG-15s, which were parked on the taxiway in the southern section of the field, were started. A two-wheel cart 50 to 60 cm high, 100 cm long and 60 cm wide, was observed in front of a MiG-15. It was loaded with two tanks, each 1.2 to 1.5 meters long and 25 cm in diameter. A hose extended from the cart to a MiG-15; however, source could not observe whether both tanks were interconnected. Source saw a man standing on the front portion of a wing. From this he inferred that the hose was fitted into the left front section of the fuselage in front of the wing. At first, source heard a weak humming noise which rapidly increased to a roaring noise. After 2 to 3 minutes, the same procedure was observed at another MiG-15. The two planes were running at full speed after an estimated 10 minutes. The aircraft one after the other taxied along the southern section of the taxiway to the east end of the runway where they took off individually, heading west. They joined the four MiG-15s which were already aloft and formed one formation disappearing toward the west. At 8:15 a.m. on 11 January, 23 MiG-15s and 2 single-engine, low-wing monoplanes were counted at the field. An undetermined number of MiG-15s were also observed.
4. The taxiway between the south end of the NW-SE runway and the east end of the E-W runway was completed. It had one concrete strip similar to the other taxiways. No aircraft dispersal areas were observed in the wooded area, southeast of the field. (1) A concrete structure which projected about 3 meters above the ground was observed on the eastern edge of the field, south of the runway. (2) No antenna was observed on the flight control building. (3) Source only knew of one fuel dump which was located in the wooded area on the southeastern edge of the field. The fuel arrived in railroad tank cars at the spur track and was trucked to the dump.

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5. A radio installation with one mast was located just northwest of the east end of the E-W runway. Seven to eight lights located in the extension of the southern edge of the runway illuminated the approach lane between triangulation point 77 and the east end of the runway. No change was observed on the radio installation on hill 77. (4)

6. An employee of a Rechlin construction office said that a fence was scheduled to be constructed. It was to be 12,000 meters long. A 2,200 meter portion of the fence along the western edge of the field and along the canal as far as the bridge northeast of Laerz will be covered with boards having a height of 2 meters. The remaining 9,800 meters will consist of barbed wire. After early January 1952, poles and boards arrived by rail at Ellerholz railroad station. On the morning of 11 January, four or five cars loaded with poles were observed at Ellerholz railroad station.

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8. At 9:30 a.m. on 24 January, the field was occupied by 39 MiG-15s, 5 single-engine low-wing monoplanes, 2 twin-engine low-wing monoplanes, and 3 biplanes. A radio installation with four masts was observed about 2.5 km northeast of Granzow, in the northeastern corner of Jagen (forest-subarea) 222. (5)

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9. On 31 December, all German female personnel in the Rechlin restricted area were dismissed and replaced by Russian women. The new boxes which had been allegedly loaded between 1 and 7 December contained furniture. All of them belonged to Soviet officers and were too light to carry aircraft parts. Source could not determine whether the officers went on leave or were transferred. On 10 January, a Soviet major from the Rechlin restricted area asked at the railroad station whether the boxes would be translocated at Frankfurt/Oder or whether they would go through to Brest-Litovsk. He said that he wanted to send his furniture. (6)

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10. There was flying at the field on 26 December and not on 27 December as previously reported.

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11. A bakery in Laerz delivered an average of 700 loaves of bread daily for the personnel in the Rechlin barracks. The unit in Rechlin was also supplied with bread from a bakery in Mirow. (8)

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12. On 2 January, four railroad tank cars which were labeled "From Halle/Saale to Ellerholz" were observed on the railroad siding at the field. (9) A fence was being constructed around an area about 75 square meters, south of the dispersal area of the alert planes on the southern end of the N-S runway. In the fenced-in area there were four wooden huts under construction and a radio truck with a whip antenna about 3 meters high.

13. The eastern end of the runway was determined by kilometer marker 4.6 on Mirow-Retzow road. The runway extends 50 meters south of this kilometer marker and north of an embankment. There is a distance of 450 meters between the runway and the spot where Mirow-Retzow road leaves the wooded area. (10)

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14. Between 9:30 and 10:30 a.m. on 9 January, 12 jet planes with auxiliary fuel tanks were towed to the east end of the runway. Only two planes flew one circle each over the field. Between 9:30 a.m. and 3 p.m. on 10 January, type-29

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planes made practice flights usually in groups of two. The aircraft remained aloft for about 20 minutes and then landed individually. Individual planes practiced upside-down flying. Forty-one MiG-15s and type-29 planes, 6 Yak-11s, 4 Yak-11s, 4 PO-2s and 2 twin-engine planes with radial and double rudder assemblies were parked at the field.

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15. Between 9 a.m. and noon on 15 January, eight jet aircraft were being towed to the east end of the runway. Flying was discontinued after two or three take-offs. Between 9 a.m. and 3 p.m. on 18 January, flying was continually practiced by about 15 planes including two twin-engine aircraft with radial engines which flew in formation. One of the planes towed a sleeve target.

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Comments.

- (1) In comparison with previous information, the number of MiG-15s observed at the field differs greatly. Since no hangars are available at the field, it is believed that there are dispersal areas which have not been observed by sources. According to information by another source and judging by continual fuel shipments to [redacted] two OATBs, the field has been occupied by two fighter regiments for more than a year. It has been believed that the two regiments are equipped with about 80 MiG-15s. However, other sources observed only about 62 MiG-15s. Thus, the actual aircraft strength of the two fighter regiments has not been determined.
- (2) The concrete structure, which is reported for the first time, probably houses the radio installation temporarily.
- (3) For sketch of flight control building, see Annex 1.
- (4) For location sketch of radio installation at the end of the E-W runway, see Annex 2. For location of triangulation point 77, see map GSGS 4414, sheet 2642.
- (5) For location of Jagen (forest-subarea) 222, see GSGS 4414, sheet 2642. The Adcock DF station was previously located in this area.
- (6) These furniture shipments were previously reported. [redacted]
- (7) [redacted]
- (8) No conclusion can be drawn from these incomplete statements as to the total strength of occupation in the Rechlin restricted area in which the flight units and ground units of the two fighter regiments are quartered.
- (9) The railroad tank cars probably came from the hydrogenation plant in Leuna. Hydrogenation plants furnish fuel to the air force depots and directly to airfields. It has not been possible to follow up on these fuel shipments from hydrogenation plants to airfields in the Soviet Zone of Germany.
- (10) The embankment is entered in GSGS 4414, sheet 2642. Thus, the east end of the runway can be determined from the information reported.
- (11) [redacted]

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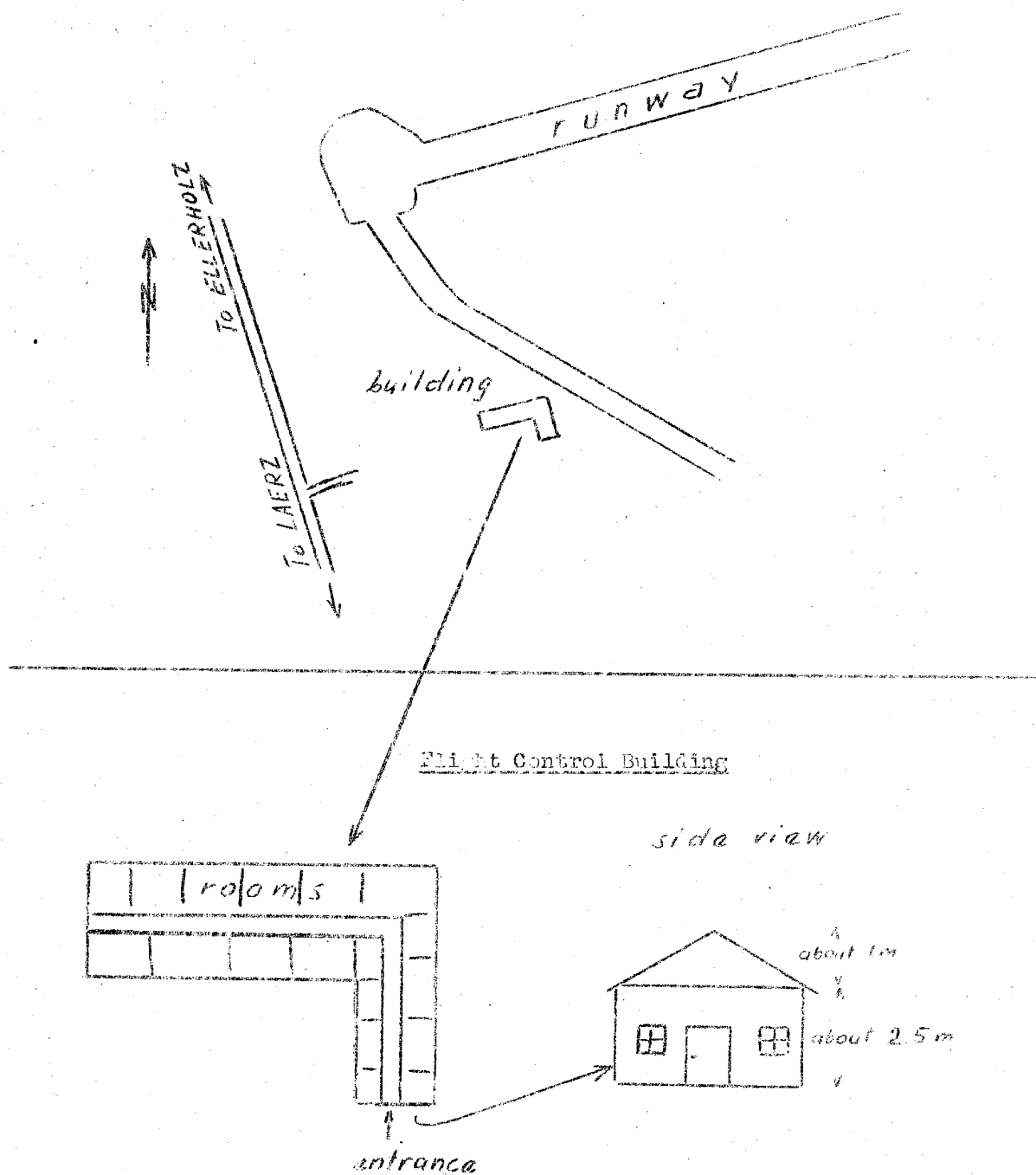
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Annex 1 to

Location Sketch of Flight Control Building at Laerz Airfield

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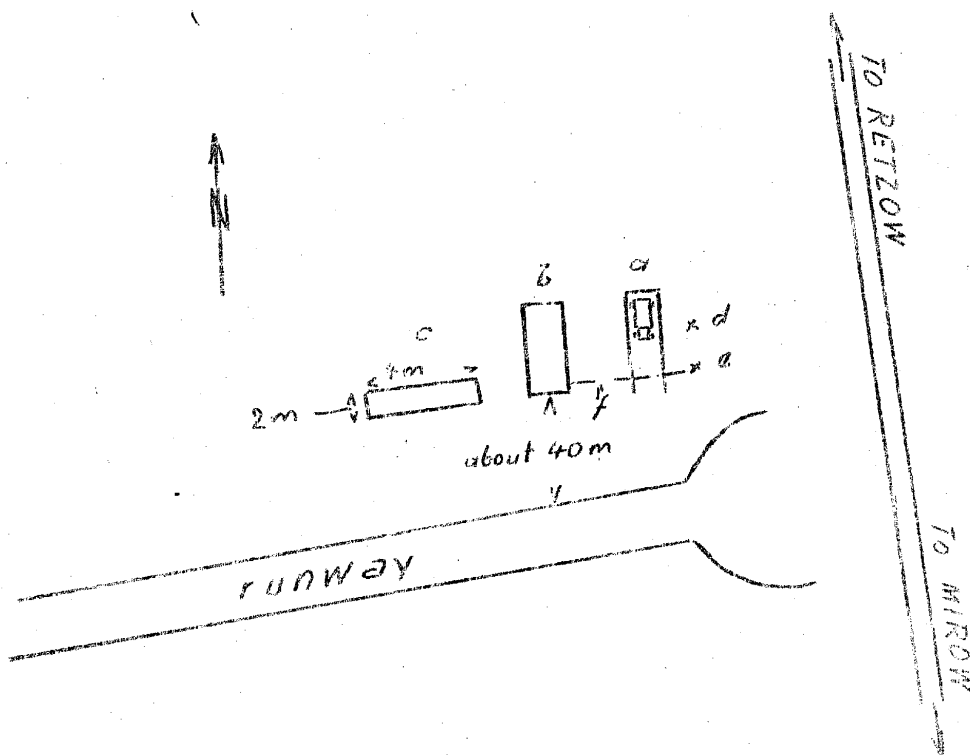
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Annex 2

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Location Sketch of Radio Installation at Laers Airfield



Legend:

- a Underground bunker ~~with~~ and a truck
- b Bunker serving as quarters
- c Low wooden building
- d Mast, 5 meters high, with red lamp on top
- e Mast, 4 meters high, connected with mast item d by two lines which are grounded near this mast
- f Two cables, each 1 cm in diameter

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